

**MASSACHUSETTS STATE IMPLEMENTATION PLAN
STEERING COMMITTEE
MEETING NOTICE**

Tuesday, January 15, 2008

10:00 a.m. to 12:00 p.m.

One Winter Street
2nd Floor Conference Room
Boston, Massachusetts

AGENDA

1. Introductions; September 6, 2007 meeting summary
2. Emerging Contaminants Workgroup (10:05 – 10:20)
3. 8-hour Ozone SIP and Transport SIP (10:20 – 10:40)
4. EPA's review of lead NAAQS (10:40 – 11:10)
5. Motor Vehicle Inspection and Maintenance program update (11:10 – 11:20)
6. Climate Change issues (11:20 – 11:40)
7. PM_{2.5} (11:40 – 11:50)
 - a. 1997 standard "infrastructure" requirements
 - b. Governor's recommendation for 2006 standard
8. Next meeting: - Tuesday, April 29, 2008 at 10:00 am

The meeting location is wheelchair accessible. For special accommodations, contact the ADA coordinator named below.)

MASSACHUSETTS SIP STEERING COMMITTEE

Meeting Summary

January 15, 2008

In Attendance:

Rich Rothstein, Km Chng Environmental
Carl Spector, City of Boston
Robert Judge, EPA Region 1
Richard Burkhardt, EPA Region 1
Don DiCristafaro, Blue Sky Environmental
Justin Howard, NMCOG
Anna McGahan, Boston MPO
Wig Zamore, STEP/MUTF
Paula Hamel, Dominion
Keith Beasley, Massport

Mass DEP Staff:

Eileen Hiney
Azin Kavian
Glenn Keith
Richard Fields
Barbara Kwetz
Nancy Seidman
Christine Kirby

Please note that all materials distributed or presented at the January 15, 2008 meeting are available at <http://www.mass.gov/dep/public/committee/daqcpu11.htm>.

Emerging Contaminants Workgroup (Barbara Kwetz – presentation)

MassDEP's 2006 promulgation of drinking water and waste site cleanup standards for perchlorate provided a model for how to address other emerging contaminants and led to the formation of a MassDEP Emerging Contaminants Workgroup. The Workgroup's purpose is to establish a process to identify potential materials or mixtures that are not currently regulated, but which may pose a threat to protect public health.

The Workgroup has developed a preliminary list of 80 emerging contaminants. Approximately 30 of these have been placed on a watch list for further information gathering, 9 have been identified as long-term priorities for further evaluation, and 4 have been nominated for short-term actions. The four substances with immediate need for further action are: 1) pharmaceuticals and personal care products; 2) endocrine disruptors, 3) tetrachlorethylene; and 4) RDX. (used in explosives at the Massachusetts Military Reservation). Other longer-term priority substances include: nanoparticles, brominated flame retardants, MTBE, trichloroethylene and tungsten. More information can be found at www.mass.gov/dep/toxics/stypes/emercfs.htm

Motor Vehicle Inspection and Maintenance Program Update (Christine Kirby)

Arrangements are nearly final for The Parsons Commercial Technology Group to become the next program contractor for the Massachusetts motor vehicle inspection and maintenance program. Beginning October 1, 2008, changes in the program will be implemented. These include ending the tail pipe dynamometer test and relying on onboard diagnostics testing and requiring annual emissions testing rather than biannual. Vehicle model years 1996

and older are not equipped with onboard diagnostic systems and will, therefore, no longer be subject to an emissions test. Heavy-duty vehicles will continue to receive an opacity test. The revised program is expected to achieve emission reductions that are comparable to the current program. The draft regulations will be available for comment in several weeks.

8-hour Ozone SIP and Transport SIP (Eileen Hiney)

Drafts of the 8-hour Ozone Standard Attainment Demonstration SIP and the Transport SIP were submitted to EPA on December 14, 2007. Public hearings will be held in Boston and Springfield on January 18, 2008 and the deadline for public comment is January 28, 2008. An internal MassDEP deadline of January 31, 2008 has been set for submittal of the final Ozone and Transport SIPs to EPA.

MassDEP expects to receive comments from EPA on the draft SIP on whether the current RACT standards for the RACT categories of Industrial, Commercial and Institutional (ICI) boilers and Municipal Waste Combustors are adequate to meet 8-hour ozone standard RACT requirements. MassDEP concluded that current RACT is adequate for these categories.

The Attainment SIP modeling demonstrates attainment by 2009. However, in addition to demonstrating attainment in the attainment year through modeling, monitored ozone concentrations in EMA and WMA must meet the standard. When EPA makes its determination whether to approve the SIP, it will consider whether EMA and WMA are monitoring ozone concentrations that are consistent with the modeled attainment demonstration. High ozone readings at the Chicopee monitor in WMA in 2007 may result in WMA not monitoring attaining during the 3-year period on which EPA will base its determination.

EPA's Review of Lead NAAQS (Bob Judge - presentation)

The current lead standard of $1.5 \mu\text{g}/\text{m}^3$ averaged over a calendar quarter was issued by the EPA in 1978. With the prohibition of leaded gasoline in highway vehicles, lead from transportation sources has dropped dramatically. The major current sources include metal processing facilities, waste disposal, non-road engines, and fuel combustion. The lead NAAQS is under review and EPA issued an Advanced Notice of Proposed Rulemaking on December 17, 2007, with comments due January 16, 2008.

The EPA Staff Paper recommended strengthening the standard to ranges of $0.1\text{--}0.2 \mu\text{g}/\text{m}^3$ or $0.02\text{--}0.05 \mu\text{g}/\text{m}^3$, and revising the averaging time to monthly. Lead monitors in Boston indicate a monthly maximum lead concentration of $0.03 \mu\text{g}/\text{m}^3$ for the last 5 years. Both NESCAUM and the National Association of Clean Air Agencies (NACAA) will submit comments on the ANPR. EPA will propose a standard by May 1, 2008 and issue a final standard by September 1, 2008.

Climate Change Issues (Nancy Seidman)

Draft regulations to implement the Regional Greenhouse Gas Initiative (RGGI) cap-and-trade system were released for public comment in August and public hearings were held in September. The new regulations - which will be promulgated by the MassDEP and the Division of Energy Resources (DOER) – will cover carbon dioxide emissions from 32 sources. The MassDEP regulations will provide a transition from 310 CMR 7.29 to RGGI by phasing out the requirements of 7.29, which applies to Massachusetts 6 largest power plants.

In December 2007, EPA denied California's request for a waiver of federal preemption of California's motor vehicle greenhouse gas emissions standards, which would have applied to 2009 and later model year vehicles. Massachusetts and other states have filed suit against EPA seeking to overturn the denial of the waiver.

Massachusetts has adopted a policy to review greenhouse gas emissions as part of its MEPA process.

PM_{2.5} (Eileen Hiney)

Discussions related to PM_{2.5} standard can be confusing because there are existing requirements related to the standard adopted in 1997 and to the revised standard adopted in 2006.

Massachusetts was designated as an attainment area statewide in April 2005 for the 1997 standards (annual: 15 $\mu\text{g}/\text{m}^3$; 24-hour: 65 $\mu\text{g}/\text{m}^3$). While Massachusetts is not required to develop a PM_{2.5} attainment demonstration SIP, it must still submit to EPA a certification that it has in place all of the basic or "infrastructure" SIP elements for the PM_{2.5} standard (i.e. monitoring systems, adequate resources, emergency powers, etc.) MassDEP expects to make this submission to EPA by the April 4, 2008 deadline.

In October 2006, EPA adopted a tighter daily standard, reducing it from 65 to 35 $\mu\text{g}/\text{m}^3$. (The annual standard was not changed.) In December 2007, Governor Patrick recommended to the EPA that the entire state be designated as an attainment area. EPA will finalize designations in December 2008.